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# Message Text

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ORIGIN EB-08

INFO OCT-01 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00
DOTE-00 INR-07 NSAE-00 FAA-00 L-03 PM-05 NSC-05
SP-02 SS-15 H-01 EUR-12 /061 R

DRAFTED BY EB/OA/AN:JBMAGNOR:JG
APPROVED BY EB/OA:MHSTYLES
EUR/CE:JJHURLEY (SUBS)
AB:MIPETT
EB/AN:RABROWN
----------030852 172010Z /45
R 171408Z JAN 78
FM SECSTATE WASHDC
TO AMEMBASSY VIENNA
INFO AMEMBASSY LONDON
AMEMBASSY WARSAW

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E.O. 11652: N/A

TAGS: EAIR, AU, UK, PL

SUBJECT: CIVAIR: PAN AM SERVICES TO VIENNA AND BEYOND

REF: (A) STATE 07850 (NOTAL); (B) STATE 005362

1. ADDRESSEES SHOULD BE AWARE THAT TWA HAS APPLIED TO CAB FOR AUTHORITY TO CONTINUE SERVING VIENNA FOLLOWING EXPIRATION ROUTE SWAP AGREEMENT WITH PAA. WHETHER THIS AUTHORITY IS GRANTED OR NOT, PAA INDICATES IT WILL RESUME SERVICES TO VIENNA ON MARCH 3. TWA IS LESS SURE IT WILL SERVE VIENNA IF PAA DOES TOO.

2. IN ANY EVENT WE SHOULD PROCEED IN EFFORTS TO SECURE
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RIGHTS BETWEEN VIENNA AND WARSAW FOR PAA. ACCORDINGLY, AMEMBASSY VIENNA SHOULD PROPOSE TO FOREIGN MINISTRY, AND TO OTHER APPROPRIATE AUSTRIAN OFFICIALS AT EMBASSY'S DIRECTION, THAT US-AUSTRIA AIR TRANSPORT AGREEMENT OF 1966 BE AMENDED TO INCLUDE WARSAW AS POINT BEYOND VIENNA. EMBASSY SHOULD ALSO INDICATE THAT US IS WILLING TO CONSIDER CHANGES IN EXISTING INTERMEDIATE AND BEYOND RIGHTS TO

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ACCOMMODATE AUSTRIAN CONCERNS. SUGGESTED TALKING POINTS FOLLOW IN PARA 3 BELOW.

3. SUGGESTED TALKING POINTS:

--PAA-TWA ROUTE REALIGNMENT AGREEMENT UNDER WHICH TWA HAS BEEN OPERATING TO VIENNA FOR PAST TWO YEARS EXPIRES ON MARCH 3, 1978.

--BOTH AIRLINES HAVE INDICATED A DESIRE TO SERVE THE US-AUSTRIA AIR TRANSPORT MARKET, BUT WHETHER BOTH AIRLINES DO OR NOT IS UNCLEAR AT PRESENT.

--IN THE EVENT PAA RESUMES SERVICE TO VIENNA, IT PROPOSES INITIAL OPERATIONS FROM SAN FRANCISCO VIA LONDON TO VIENNA AND BEYOND TO WARSAW USING COMBINATION OF B-747 AND B-727 EQUIPMENT. AFTER THIS INITIAL PERIOD, PAA PROPOSES TO OPERATE WITH B-707 AIRCRAFT NONSTOP TO VIENNA FROM NEW YORK AND BEYOND ON SOME OF THESE FLIGHTS TO WARSAW. (SEE REF B)

--WE APPRECIATE AUSTRIAN AUTHORITIES MAY HAVE CONCERNS WITH THE LONDON INTERMEDIATE POINT. HOWEVER, THIS SHOULD NOT BE SOURCE OF CONCERN SINCE IT IS FOR SUCH A BRIEF PERIOD. MORE IMPORTANT, PAA'S SERVICES TO VIENNA THERE-AFTER WILL BE NONSTOP SERVICES REFLECTING PAA'S INTEREST
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IN SERVING US-AUSTRIA AIR TRANSPORT MARKET AND MAXIMIZING CONVENIENCE TO TRAVELING AND SHIPPING PUBLIC. ALSO, LONDON INTERMEDIATE IS NECESSARY, AT LEAST INITIALLY, AS CONNECTING AND COLLECTING POINT FOR US-AUSTRIA PASSENGERS GOING TO OR FROM POINTS IN US OTHER THAN SAN FRANCISCO.

--THE AUSTRIAN AUTHORITIES SHOULD REALIZE THAT THE SIZE OF THE US-AUSTRIA MARKET WILL NOT SUPPORT HIGH LEVELS OF NONSTOP, TURN AROUND SERVICES. HENCE, THE WARSAW BEYOND POINT IS NEEDED TO PROVIDE ADDITIONAL TRAFFIC TO MAKE THE US-AUSTRIA SERVICES VIABLE.

--WE RECOGNIZE THAT WE DO NOT CURRENTLY HAVE RIGHTS TO SERVE WARSAW BEYOND VIENNA AND THAT AUSTRIAN AUTHORITIES MAY HAVE PROBLEMS WITH GRANTING SUCH RIGHTS. USG WILL CONSIDER MODIFICATIONS OF EXISTING US INTERMEDIATE AND BEYOND RIGHTS AND GREATER SPECIFICITY OF THOSE RIGHTS. IN OTHER WORDS, US IS WILLING TO CONSIDER CONCEDING TO AUSTRIAN'S A MORE NARROWLY DEFINED ROUTE DESCRIPTION WHICH WOULD REDUCE THE NUMBER OF THIRD-COUNTRY POINTS AT WHICH AUA AND US AIRLINES COMPETE.

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4. WOULD APPRECIATE REPORT OF AUSTRIAN REACTION SOONEST.

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# Message Attributes

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**Decaption Date:** 01 jan 1960
**Decaption Note:**
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**Disposition Approved on Date:**
**Disposition Case Number:** n/a
**Disposition Comment:** 25 YEAR REVIEW
**Disposition Date:** 20 Mar 2014
**Disposition Event:**
**Disposition History:** n/a
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